

This presentation has been modified from its original version.

It was originally presented to the Woodridge Traffic Committee on 3/4/15 at Bellevue City Hall.

Some slides have been modified to include explanatory text that was discussed at the meeting but was not explicitly detailed on the slides.

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**CITY OF BELLEVUE  
NEIGHBORHOOD TRAFFIC SAFETY SERVICES**

# 123<sup>rd</sup> Ave SE Traffic Improvement Project Update

March 4, 2015 – 6:00-7:30 p.m.  
1E-109 City Hall





# Goal for tonight

Walk out with a revised  
plan that can be taken to  
adjacent property owners



# Agenda

- Project intent
- Review current plan
- Answer common questions
- Other projects in Woodridge
- Develop revised plan
  - Dot exercise



# Traffic Committee

- This project is being developed in conjunction with a group of neighborhood volunteers who are working with city staff to develop a plan that will reduce car speeds.
- 12 traffic committee members
- Many live along 123<sup>rd</sup> Ave SE



# Traffic Improvement Project v. Sidewalk Project

- The traffic improvement project is a separate project from the sidewalk project (construction of new sidewalk on the east side of 123<sup>rd</sup> Ave SE from SE 20<sup>th</sup> PI to SE 26<sup>th</sup> St).
- Though separate, the traffic improvement project and sidewalk project will be part of one set of construction plans to realize cost savings
- The traffic committee doesn't have purview over the sidewalk design





# Project Intent

- Response to neighborhood speeding concerns along 123<sup>rd</sup> Ave SE from SE 20<sup>th</sup> PI to SE 26<sup>th</sup> St
- High speeds in school zone
- Opportunity to coordinate with sidewalk project
- Focus on where speeds are high



# Speeds along 123<sup>rd</sup> Ave SE

## South of SE 20<sup>th</sup> Pl

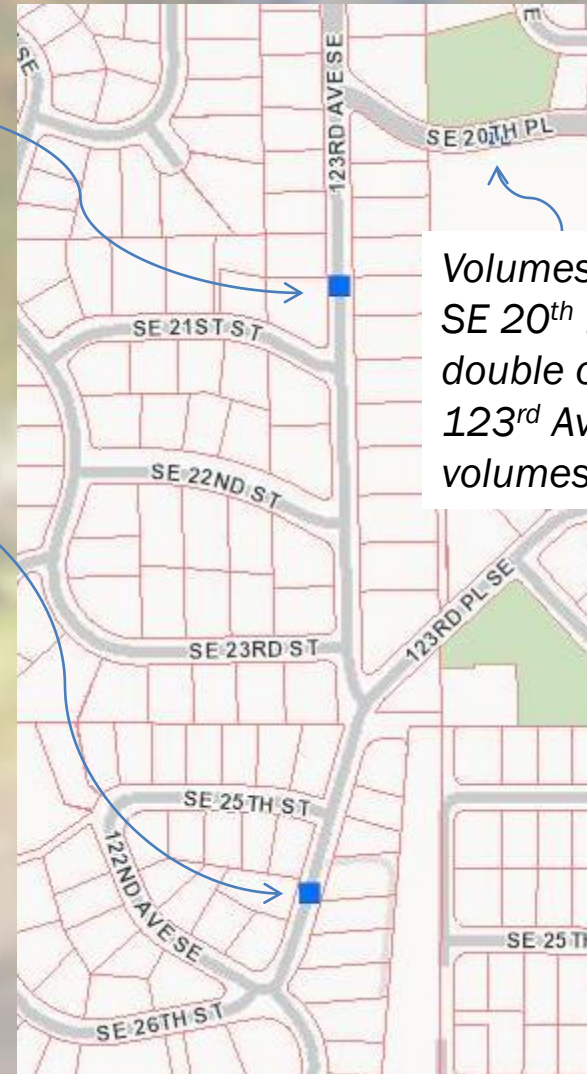
	Northbound	Southbound
Average	23 mph	28 mph
85 <sup>th</sup> *	28 mph	34 mph
Wkday Vol	319	414

## South of SE 25<sup>th</sup> St

	Northbound	Southbound
Average	24 mph	27 mph
85 <sup>th</sup> *	29 mph	33 mph
Wkday Vol	315	420

Speed limit on 123<sup>rd</sup> Ave SE is 25 mph

\* 85% of vehicles travel at or below this speed



Volumes on  
SE 20<sup>th</sup> Pl  
double of  
123<sup>rd</sup> Ave SE  
volumes





# High speeds along 123<sup>rd</sup> in school zone

Vehicles traveling at HIGH speeds			
	36-40 mph	41-45 mph	46-50 mph
Monday	7 (1)	1	
Tuesday	9 (2)	1	1
Wednesday	11 (5)		
Thursday	13 (1)		
Friday	13 (2)		
Saturday	13 (1)		
Sunday	6	1	1

Number in parentheses = number of cars traveling this speed 9pm-6am; total number reflects 24- hour counts including 9pm-6am vehicles



# Current Plan includes:

- Traffic circle
- 3 pairs of curb extensions/medians
- Curb extensions at crosswalk
- Tightening up of Y intersection
- Two new streetlights



# Feedback received from traffic committee

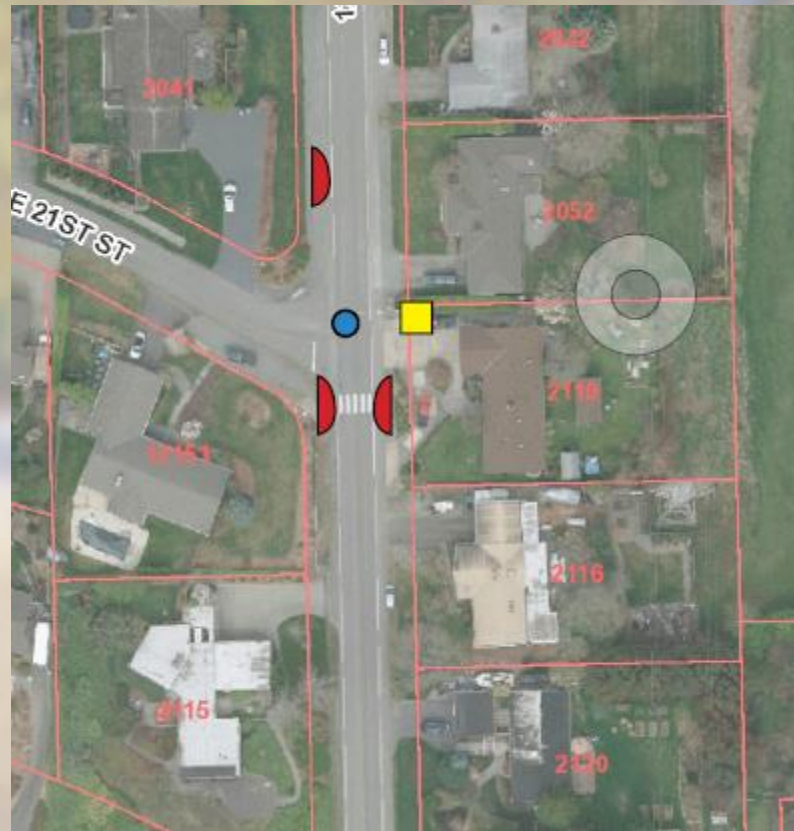
- 3 do not support current plan
- 4 do support plan
- 3 support parts of the plan
- 1 undecided





-  Proposed curb extension
-  Proposed median
-  Proposed traffic circle
-  Existing streetlight
-  Proposed new streetlight





- Proposed curb extension
- Proposed median
- Proposed traffic circle
- Existing streetlight
- Proposed new streetlight












- Proposed curb extension
- Proposed median
- Proposed traffic circle
- Existing streetlight
- Proposed new streetlight







-  Proposed curb extension
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# Who will maintain landscaping in circle/medians?

- Maintained through a Parks Department contract
- No cost to residents
- Short, drought-tolerant landscaping
- Sight distance maintained



# Why are there so many curb extensions as part of the sidewalk design?

- Narrow crossing distance at SE 21<sup>st</sup> St
- Visually narrow wide shoulder on west side
- Protect people walking on the shoulder
- More placement opportunities than medians or traffic circles





# Will there be a slalom effect?

- No slalom planned
- Physically and visually narrowing a roadway can reduce speeds
- Curb extensions planned to edge of existing pavement



# How do curb extensions and medians work when paired together?

- Curb extension takes place of parked vehicle
- Visually narrows wide shoulder on west side
- Discourages driving on west shoulder



# How will large trucks and buses get through circle?

- Factored into the design—mountable curb
- Lots of space in intersection





# Constructability of curb extensions given no sidewalk

- Curb and gutter would be installed similar to pictures



# Eastside water connections

- The extent of the water saddle repair is confined to north of SE 20<sup>th</sup> Pl
- That work is largely complete.



# Dimensions of medians

- Medians are planned to be 4' wide by 20' long





# Is deflector at Y a curb extension?

- A brick mountable curb extension
- Won't enter into travel lane



# Will gas connections be replaced?

- Utilities will determine if any gas or water connections need to be replaced
- This work tied to sidewalk project



# How many signs are needed?

Existing signage:

- School zone crosswalk ahead
- At crosswalk
- Speed limit sign/end of school zone





# How many signs are needed?

- Object marker signs to be used for traffic circle
- Two advanced traffic circle signs added
  - Same place or in vicinity of existing crosswalk signs
- “Advanced Crosswalk” signs will be removed



# What about a traffic circle at the Y?

- There is no room to fit a traffic circle in the Y intersection.
- Vehicles cannot make necessary maneuvers



# Inconsistencies in distance between measures

- Emphasis on north end of 123<sup>rd</sup> Ave SE because:
  - Speeds are highest here
  - School zone





# Crosswalk at Y

- No marked crosswalk at Y
- Curb ramps at SE 23<sup>rd</sup> St and SE 25<sup>th</sup> St
- Ramps at 123<sup>rd</sup> PI SE



# **Pedestrian crossing SE 22<sup>nd</sup> on west side of 123<sup>rd</sup>**

- Crosswalk laws apply to all intersections, marked or unmarked
- Sightlines are good
- Volume of traffic is low enough that people should be able to find many gaps in traffic



# Concern about noise

- Noise impacts are minimal
- Vehicles won't be traveling over any elements—such as traffic circles





# View impediments

- No large trees planned
- Will work with adjacent households to resolve any concerns
- New signage very minimal



# Ability to get mail at SE 21st

- Field review showed sufficient space



# Why is traffic circle off-center?

- To accommodate movements in and out of the driveway at 2110 and 2052 123<sup>rd</sup> Ave SE





# Focus south of Y?

- Slope and shoulder challenges
- Operations staff reticent to place crosswalk at SE 26<sup>th</sup> due to sight distance concerns
- Focus where speeds are highest



# Placement of garbage cans

- Along sidewalk, cans should be removed within 24 hours
- On the west side, room will remain for garbage cans even with curb extensions
  - If adjacent households are concerned, we will work to modify the curb extension



# Guest parking being removed?

- Survey at beginning of project showed little concern about retaining parking on east side
- Curb extensions would displace approximately 1 parked vehicle per location
- Location 5 and 6 are in areas where parking would be too close to an intersection or crosswalk
- If adjacent households are concerned, we will work with them to shorten curb extensions
- Ample parking along corridor





# **Bikes being forced into traffic at curb extensions/medians**

- With soft shoulder, bikes likely already in road
- Curb extensions and medians will ultimately reduce car speeds



# Will traffic divert toward 2052 123<sup>rd</sup> Ave SE?

- Traffic circle slightly off-center
- But there is sufficient room in the intersection for cars



# Other Projects in Woodridge

- Water saddle repair work in north part of neighborhood largely complete
- Overlay of 121<sup>st</sup>/123<sup>rd</sup>/128<sup>th</sup> starting now
- Sidewalk: just reached 60% design
  - 90% end of April





# Next Steps

- Dot exercise
- Consensus on revised plan
- Adjacent property support
- End of March; plan and support finalized for inclusion in sidewalk design



# Y-Intersection



*Test layout at 123<sup>rd</sup> Ave SE/123<sup>rd</sup> Pl SE; pushing travel lanes to the east to "T up" the intersection*

